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Hongkong, 17th April, 1907. [1152]

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[563]

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[1853-3]

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[1809]

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Electrically Lighted; Electric Fans (if
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Hongkong, 24th July, 1905. [1841]

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Hongkong, 4th December, 1907. [1844]

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[1823]

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[1856]

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Hongkong, 26th October, 1906. [1814]

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Hongkong, 6th March, 1907. [1817]

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THE HONGKONG DISPENSARY.
Hongkong, 6th October, 1909. [29]

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ONLY communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, NOVEMBER 2ND 1909.

THERE is evidence on every hand of the awakening of China, and not the least notable of the many signs is the growing desire among the Chinese of the higher classes to go abroad. Prince TSIK HSUN, the Regent's next brother, only recently passed through Hongkong on his way to Europe. Just previously the hereditary Baron LIANG K'UMI, the adopted son of the powerful Viceroy JUNG SU, started on a similar grand tour. He is the brother of two sisters, one of whom is the wife of the Prince Regent, and mother of the young Emperor; the other is the wife of Prince PU LUN, who on two occasions was regarded as a likely occupant of the Dragon Throne. Prince CHING's second son was attached to the mission of TANG SHAO YI. Prince SU, the Minister of the Interior, has sent his eldest son to Berlin. As for the ordinary students, they are going to Europe and America every year in steadily growing numbers, and the keen desire which is now being manifested in every part of the Empire for "the new learning" is likely to make that stream of student emigration go on, like TENNISON'S brook, for ever. Who can estimate the great changes destined to flow from the educational revolution which has quietly taken place in China during the past few years? The old arrogance and self-sufficiency is at last giving way, and the people of China are beginning to recognise that they have a great deal to learn from

The return of visitors to the City Hall Library and Museum for the week ending the 31st October, 1909, shows that of non-Chinese there were 377 to the Library, and 193 to the Museum, and of Chinese 175 to the former and 1,735 to the latter. The Library was, therefore, used by 552 persons and the Museum by 1,923.

The recent typhoon at Foochow seems to have entirely ruined the crops in the district. In a memorial telegraphed to the Grand Council the Viceroy says: "There will not be a single grain to be reaped, and starvation among the people is imminent." The Viceroy has been instructed to provide a relief fund out of the revenues of the province.

the West. Schools are now general throughout China in which subjects taught are just the same as in primary European schools, including arithmetic after the arabic method, and geography with up-to-date maps, as well as physical drill. China, in short, has been influenced by the example of Japan, and is adopting the same methods which have served to advance the island empire to front rank among the Powers of the world. China has sent her wise men to the West to study Constitutions, currency questions, and the navies of the world, just as Japan did forty or fifty years ago; and though China, for various reasons, is slower to make practical use of the knowledge thus acquired the Commissioners may be trusted to see that the recommendations they have made are kept well in view. A glance at the industrial and commercial life of the nation reveals very significant signs of the dawn of a new era. There is no need to comment on the change which has come over the attitude of the nation with regard to railways, but the foreign public have no adequate idea of the increasing number of large factories, equipped with up-to-date foreign machinery and modelled generally on Western lines, that are coming into existence in China. Take the city of Canton, for instance. Mr. KING, the Commissioner of Customs, has quite a considerable list of such factories in his report for 1908—a brick factory turning out 10,000 bricks a day with a German plant, and a large kiln which is "a marvel of applied science"; a cement factory, also fitted with a German plant; a glass factory manufacturing lamp shades; a knitting factory; and a soda factory in which soda crystals are made from imported soda ash. The Commissioner also mentions the new Government smokeless powder factory with a KRAUP plant; the arsenal which is now turning out modern rifles—Mauser 6.8 mm.—which need not fear comparison with those of European manufacture; and the cartridge factory equipped with German machinery. The wireless telegraph stations established in 1907 are reported to be all working well, and four other stations of the Telefunken system have been purchased for the four new West River patrol boats. The Wireless School has about thirty pupils, and the German instructor in charge reports that great aptitude is shown by the pupils. What is taking place at Canton is going on also in many other centres of industry in China, so that there is now plenty of evidence on which to base the statement that China is really rousing herself from the slumbers of centuries.

The English Mail of the 2nd October was delivered in London on the 30th October.

Yesterday His Excellency the Governor paid a visit of inspection to the Beacon Hill Tunnel.

An Al Fresco Fete is announced for Sunday next in the compound of the Roman Catholic Cathedral, in aid of the funds of the Society of St. Vincent de Paul. Particulars will be found in our advertising columns.

To-morrow being the birthday of His Majesty the Emperor of Japan, Consul-General and Mrs. Funatsu are holding an "At Home" in honour of the event. The Consulate will, as usual, be closed for the day.

The return of cases of communicable diseases in the Colony during the past week shows one European (imported) and one Japanese case of enteric fever and one Chinese case of puerperal fever.

A curious loss was reported from the Charles Hardwick, on Sunday morning. The Police have been informed that "who's two bullocks were being loaded from the steamer they were lost." Did they disappear through the gangway, or were they taken up into the clouds?

An amusing episode took place at the Magistrate yesterday when a Chinese was called to enter the box to give evidence. Instead of stepping up as expected, he fell on his knees and was in the act of performing some elaborate ceremonial when the policeman intervened and pulled him to his feet.

The Hongkong stables represented at the Shanghai Autumn Race Meeting are Buxey's with seven ponies; John Peel, seven; Ellis Kadoorie, four; and Mr. H. P. White, two (Barry and Trist). Sir Paul Chater, Mr. T. F. Hough, Mr. H. P. White and Mr. Dupree are attending the meeting.

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The Shanghai races, which were to have opened yesterday, were postponed owing to heavy rain.

Mr. H. Bonar, British Consul-General at Kobe, has been transferred to Seoul. Mr. Bonar's successor in Kobe is Mr. R. de B. Layard, Consul-General at Manila.

It is stated that the Viceroys and Governors in the provinces have replied to an order from the Ministry of Justice, stating that they have strictly forbidden the infliction of indiscriminate tortures on prisoners in the district magistrates' gaols. They have reported that they will deal severely with any cases in which torture is resorted to against their instructions.

The Kent, cruiser, is to be paid off at Colombo and recommissioned for further service on the China station on the arrival of new crew in the Nioe about the beginning of December. The ancients crew of the Sutlej will be drafted to the Kent, and the Sutlej will be recommissioned on November 3 for further service in the Third Division of the Home Fleet at Devonport.

A telegram from Peking to the *Hawke's Daily News* states that owing to the disputes regarding the settlement of the boundary question in Macao between H.E. Kao Eih Chien, the Special Commissioner, and the Portuguese, the Waipuwa has decided to deal directly with the Portuguese Minister in Peking. We learn from an authentic source that there is no truth in this statement. The Commissioners completed their eighth session last Saturday.

There has been no parallel to the case of Mr. Crane in the history of the State Department, remarks the New York correspondent of the Times. Twenty years ago Mr. Blair, who, as Senator from New Hampshire, had expressed the opinion in the debate preceding the passage of the Exclusion Act that the Chinese constituted a "yellow peril" and that their immigration was a menace to American civilization, was appointed Minister to China, but was recalled on the eve of sailing in deference to a protest from the Chinese Government.

There is a very common idea that the Malay is a race that is dying out, killed in its own country by the enterprise of Chinese, Tamils, Javanese (who, however, are kinmen of the Malays), and Europeans. To those who come out East expecting to find a few miserable remains of a once powerful race, whose probable fate is that of the noble red man of America, not that of the Australian aborigine (says the *Java Times*), it comes as a revelation to find a sturdy, independent, and courteous race, whose language runs from Suez to Australia, and who, so far from dying out, are yearly becoming more numerous.

The booming of guns last night caused people to wonder whether Hongkong was being attacked. It appears that the cause of the unusual roar of artillery was the desire of the Naval and Military Authorities for a little practice. A torpedo boat went beyond the harbour limits and attempted to pass Belcher's Fort in returning without being observed. The men on guard, however, were too wide awake, and the detection of the destroyer was the signal for a blank fire and a flashing of the searchlights on an imaginary enemy, whose fate would have been sealed had it been a reality.

Mr. W. H. Purcell, 149, Coombe Road, the Peak, informs the police that some person stole from his bedroom about three o'clock on Sunday afternoon the following Freemason's jewels: Past Master's jewel of Zetland Lodge, worth £2; Past Master's jewel from the Eastern Mark Lodge, worth £6 10s.; Past Master's jewel from Victoria Chapter, worth £6 10s.; in all, £21 10s. The police were not slow in making inquiries, suspicion having fallen on the house maid, who on receiving her pay on Sunday said he was leaving. The police succeeded in tracing him to the steamer *San Cheung*, on which he intended travelling to Canton. A search warrant was then obtained and at an address in Hollywood Road the remains of the jewels were discovered, the gold having disappeared in the melting pot and only a few rubies, one topaz, and one jade stone being left.

A problem that would have taxed the wisdom of Solomon to solve came before Mr. Halifax at the Magistracy yesterday when two women were charged with the theft of rice from a certain piece of land. The first defendant, however, asserted that she paid rent for the land to Government, and when the Magistrate appealed to Inspector Collett for information the latter replied that both the complainant and the defendant paid rent to the Government for the same plot of land. The complainant, however, had sown the paddy and the defendant had reaped it. The Public Works Department had no survey of the land. Inspector Collett assisted the Magistrate out of the dilemma by offering to withdraw the charge until he could ascertain to whom the land really belonged. His Worship readily assented to the suggestion and the case was withdrawn.

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TELEGRAMS.

[Protected by the Telegraphic Message
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[DAILY PRESS EXCLUSIVE SERVICE.]

PRINCE ITO'S FUNERAL

TOKYO, November 1st.

Prince Ito's remains arrived at Shimabashi to-day from Yokosuka.

Enormous crowds gathered along the route displaying every token of respect and every manifestation of mourning.

The funeral will take place on Thursday.

[DAILY PRESS SERVICE TO THE "HONGKONG DAILY PRESS."] RUSSIA AND MANCHURIA.

A PROPOSAL TO THE POWERS

LONDON, October 31st.

The "New York Herald's" Peking correspondent writes that Russia has proposed to the Powers the creation of a small international settlement outside Harbin. It is considered unacceptable in diplomatic circles, since the acceptance would mean the recognition of the right claimed by the Russian railway administration to exercise political powers over all residents in the railway zones of Northern Manchuria.

THE MUTINY IN GREECE

LONDON, October 31st.

It is reported from Athens that the destroyer "Velos" has returned to the arsenal, but Lieutenant Typaldos is not on board.

LORD CHARLES BERESFORD AND THE ADMIRALTY

LONDON, November 1st.

Mr. Asquith, replying to Lord Charles Beresford, encloses a communication from Mr. McKenna (Civil Lord of the Admiralty) refuting in detail the charges brought by Lord Charles. Captains Hulbert and Campbell, who were recently relieved of the posts they filled, would shortly receive employment, the delay being due to there being no immediate vacancies suited to the seniority of the officers.

Lord Beresford replied at considerable length, arguing that Mr. McKenna's explanations do not affect the accusations which he reiterates and appeals to the tribunal of the nation.

Mr. McKenna declares that imputations of intimidation and favouritism unless they are supported by unassailable evidence are the most subversive of discipline that can be made.

AMERICAN COTTON CORNER

LONDON, November 1st.

Mr. Patten, who cornered the American wheat market last May, has now cornered American cotton, his profits being already estimated at two millions sterling.

A BANKRUPTCY PROSECUTION

At the Magistracy yesterday M. E. Moore draper, was charged with offences under the Bankruptcy Ordinance, it being alleged that he, while being a bankrupt, concealed part of the property belonging to him.

Mr. Eldon Potter, instructed by Mr. C. D. Wilkinson, appeared for the defence, and Mr. Hind, from the office of Messrs. Britton and Hatt, appeared for the Official Receiver.

The N.Y.K. steamer *Totomi Maru* (Bombay Line) left Moji on the 30th ult., and is expected here on the 5th inst.

The N.Y.K. steamer *Igo Maru* (European Line) left Moji for this port via Shanghai on the 30th ult., and is expected here on the 8th inst.

The T.K.K. steamer *Tenyo Maru* sails from Yokohama on the 1st inst., and is scheduled to arrive at this port on the 10th inst.

The P.M. steamer *Sisterie* arrived at San Fran cisco on the 29th ult.

The cargo of silk shipped on board the M.M. steamer *Polynesia*, which left here on the 23rd Sept., was delivered in Lyons on the 30th ult.

SUPREME COURT.

Monday, November 1st.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUNJAB JUDGE).

CAPTAIN'S ALLEGED WRONGFUL DISMISSAL. The action was continued in which Captain W. Cooper, lately master of the s.s. *Tak Hing*, sued the See Yap S.S. Co., Hongkong, for \$858.33, for wrongful dismissal on September 15th, 1909, \$750 being three months' wages in lieu of notice.

Mr. Reader Harris (from the office of Messrs. Wilkinson and Crist) appeared for plaintiff, and Mr. P. S. Dixon (from the office of Mr. R. A. Harding) appeared for the defendant.

Mr. Harris stated that there was a point to which he would like to refer at the outset. The Court would remember that he called a witness, the engineer of the *Tak Hing*, and that witness stated that to his knowledge, it took an hour and ten minutes to get to the wharf. That time was taken from the giving of the "stand by" signal. He wished to call Captain Cooper to give evidence on the point.

Captain Cooper, recalled, said it was the custom in all vessels to ring "stand by" to the engine room, which gave the engine department time to allow steam to go back. In all river steamers the "stand by" was run when the vessel was coming through Capesun when the red light on Green Island was obscured. When the *Tak Hing* was travelling at full speed it would mean twenty-five minutes from that point to the wharf. On the occasion of which Mr. Lindberg spoke the steamer had only one engine, so it took longer than twenty-five minutes.

In reply to Mr. Dixon witness said the average time for him to get in to the wharf, after giving the "stand by," was forty minutes. The fastest ships on the river took seventeen minutes, and he had been on six of them.

Chung Leung, an inspector in the defendant Company, said he had known Captain Cooper since June last. Plaintiff had not been a satisfactory captain. First the passengers, the comradore and his staff complained of delay in mooring. Letter carriers made a similar complaint, and on one occasion when witness was a passenger it took Captain Cooper about three-quarters of an hour to moor his ship. The vessel was then immediately opposite the wharf. Witness reported the matter.

In cross-examination witness said the *Tak Hing* slowed down before she reached the wharf, but he could not remember how long before. He had never been an officer of a ship, and knew nothing about navigation. He could not tell whether it was the tide that delayed Captain Cooper, but he knew that the *Shun Lee* was moored quicker. He had never seen the *Shun Lee* on the east side of the wharf. Comrade, staff and passengers had frequently complained to witness about the delay of the *Tak Hing* in mooring, but he could not remember on what date. Witness wanted to be good friends with the plaintiff, but on one occasion while he was on board the Captain lost his temper and threatened to strike him. After this witness did not visit the ship any more.

Do you remember suggesting to Captain Cooper that the rich Chinamen abroad should raise a subscription to buy up Hongkong from the British Government?—I did not say that. It is rather absurd.

And he never told you you were absurd and ought to join the Self-Government Society of Canton?—No.

You deny it?—I have no interest in the Self-Government Society of Canton.

You are a Californian-Honolulu merchant?—Yes.

LOCAL SPORT.

YACHTING.

The Yachting Season has come round once more, and the R.H.K.Y.C. intend opening it with a flourish of trumpets next Saturday, the 6th inst., when the first Club races will be sailed, starting at 2.30 p.m. for handicap class and 2.40 p.m. for one design class over the following course: Channel Rocks (port), Cast Rock buoy (port), Channel Rocks (starboard) and home. Each boat is to be nominated by a lady, the nominators of the first and second boats in each class to receive prizes. Yacht owners are busy getting their yachts into sailing order, and already the two greyhounds *Dione* and *Vernon* have been seen out stretching their new sails which have recently arrived from Messrs. Ratsey and Lupton, the celebrated sailmakers. *Erica* made her appearance on Saturday last looking trim with her new deck. She is still owned by Mr. Denison, who this year occupies the proud position of Commodore. Miss Kathleen and Colleen are still to the fore; the latter, it is understood, will be in the capable hands of Dr. Clark during the season.

The *Ada*, late *Dracone*, has again changed hands; perhaps she is better known as *Alannah*. She is now the property of Lieut.-Col. Chapman, who hopes to get her back to some of her old form. She was once the crack boat in these waters.

Dione, owned by the Hon. Mr. F. H. May, unfortunately met with an accident a few days ago. When out sailing, one chain and plate broke, the mast then snapped and her new sail went overboard. The spar was a specially-made hollow one by Messrs. Holloway and Son, of Dublin, and had done good service. The yacht was put into the hands of the Dock Co., who, with their usual energy and expertness, had a new hollow mast made and fitted in double quick time. Her owner, who for many years was Commodore of the Club, and who has done so much for its welfare, once more tastes the salt sea breezes, for he has decided to again put his hand to the helm and if possible capture some of the fine cups to be competed for this season.

It is very much to be regretted that Mr. John Hastings, one of the oldest and one of the most expert yachtsmen in this Colony, has decided to shortly leave it for good and to seek hunting grounds abroad, but sportsman to the last, he has presented the Club with a very handsome cup to be sailed for this season to be called the John Hastings Farewell Cup. The Club will sustain another loss by the departure this month of Capt. Walker, R.E., who leaves at the call of duty. He handed Kathleen in a masterly manner and will not be forgotten by those who had the pleasure of competing with him.

There will be four boats in the One Design Class, viz.—*Halcyon*, *Bonito*, *Aleman*, and *Daphne*. They were built last year to Payne's design and have proved very satisfactory.

On November 9th, the King's birthday, there will be races for both classes, and a cup kindly presented by Sir Paul Chater and called The King's Birthday Cup will be sailed for. Mr. Mody, who is always a most generous supporter of good sport, is also presenting a cup to be sailed for later.

FOOTBALL.

The second division League match, arranged to take place on the Military Ground yesterday evening, did not take place owing to the Moslem F.C. failing to put in an appearance.

The league points will, unless some reason be forthcoming from the Moslem team, be awarded to B.Coy.

BUFF'S INTER-COY. SHIELD.

The first round of this competition was completed yesterday afternoon when D. Coy. met and defeated A. Coy., by one goal to nil.

The teams left in the second round of the competition are—D. Coy., E. Coy., F. Coy., and G. Coy.

INTERPORT RUGBY.

At the annual meeting of the Shanghai Rugby Football Club, held on October 27th, it was decided to write to the Hongkong Rugby Club thanking them for their invitation, but stating that it was quite impossible to send a team here this year.

THE INTERPORT SHOOT.

The Committee of the Shanghai Rifle Association is making arrangements for the forthcoming Interport shoot, and special practice for this will be held from the 4th to 15th November. At present unfortunately two of the leading marksmen in Shanghai are ill, namely, Mr. W. O. Lancaster, who has just undergone a severe operation from which he is fortunately well on his way to recovery, and Mr. H. Lindo, neither of whose services will be available. The following twenty names have, however, been chosen by the Committee, and from these a team of ten will be chosen:

Captain E. I. M. Barrett, E. H. Lynch, W. Brad, C. Richards, F. Large, T. H. U. Aldridge, H. W. Dalby, A. E. Collins, M. Conlon, F. A. M. da'Almeida, R. Brock, L. A. Chill, J. Burke, P. W. Mackintosh, C. Dewing, Captain A. Hilton-Johnson, C. Matthews, C. Hill, J. McDowell, and G. Kingsmill.

THE CAFE WEISSMANN PROSECUTION.

The decision in the case in which the manager of the Cafe Weissmann was summoned for selling liquor without supplying food was given by Mr. Wood at the Magistracy yesterday. His Worship said he was dismissing the summons, not upon any point of law, but because the evidence seemed to show that there might have been some misunderstanding in the order given. Mr. Eldon Potter, instructed by Mr. Crowther Smith, appeared for the defendant.

SHIPPING NOTES.

At the meeting of underwriters held in London recently to consider the question of risks it was decided that the resolution agreeing to an increase of 10 per cent. on last year's rates in those cases where the premiums had been already raised by 10 per cent. or 20 per cent. where no rise of premium was made last year should apply to all steamers, British and foreign, except to passenger liners and American hulls, and that it should be applicable also to all steamers insured 1.p.m. absolutely or free of damage. It was also agreed that the 10 per cent. disbursements clause should be inserted in policies on all steamers indicated above. In the case of liners it was resolved that the premiums should be raised by 10 per cent., provided that a written agreement is obtained to that effect from underwriters in London and Liverpool. It was further agreed that a committee should be formed, of an equal number of company and Lloyd's underwriters, to deal with matters arising out of the resolutions.

The importance to the marine insurance market of the agreement could hardly be overrated, says the *Times* contributor. Yet those who have been following the course of events of the past few years must have been well prepared for some such action. It is computed that in the case of tramp business the rates and values of the last few years together represent a decline of from 40 to 50 per cent. since 1904-5. Consequently, an increase of even 20 per cent. in this class of business would still leave a substantial reduction on the figures for the years mentioned. It should be pointed out also that a rise of 20 per cent. on recent rates does not mean a proportionate return to the rates ruling in 1904-5. For example, if a premium fell from £100 in 1904 to, say, £60 in 1908, an increase of 20 per cent. would only amount to £12, or a return of 12 per cent. to the former premium of £100. It is maintained that the increase in rates decided upon last autumn and brought into operation early in the present year only just equalled the loss that had been experienced for some years past in the American hull business, and did not cover the loss sustained by underwriters on ordinary tramp boats. American hull underwriting had shown a loss to underwriters of fully 25 per cent. over and above the premiums, and it is thought that a similar loss had doubtless been sustained by those underwriters who accepted the low rates which ruled during the past few years for tramp business.

Another important aspect of the question, he says, is that of reduced values, a consequence of which is that average settlements—especially third year settlements—are nowadays heavier than any that have previously been experienced. For instance, supposing the total premium on a vessel to have declined, solely through reduced value, from £100 in 1904 to £60 in 1908, and assuming that the third year settlement amounted to £25 on each occasion, this amount would represent a loss of 5 per cent. on the former premium, but a loss of 8.3 per cent. on the latter. In the case of one office an average of 12 per cent. represented the amount paid on third year settlements between 1900 and 1905, but in 1906 (the last completed year) the percentage rose to 20 per cent. These illustrations show that, from an underwriter's point of view a decline in values is quite as ominous as a decline in rates.

DR. SCHOTT ON HEART STRAIN.
THE EXAGGERATED PURSUIT OF ATHLETICS.

At the opening of the session of the Post-graduate College, West London Hospital, recently, Professor Theodor Schott, of Naumburg, gave an address with the title "A Renewed Research on the Subject of Acute Overstrain of the Heart". The Duke of Abercorn was in the chair.

Another important aspect of the question, he says, is that of reduced values, a consequence of which is that average settlements—especially third year settlements—are nowadays heavier than any that have previously been experienced. For instance, supposing the total premium on a vessel to have declined, solely through reduced value, from £100 in 1904 to £60 in 1908, and assuming that the third year settlement amounted to £25 on each occasion, this amount would represent a loss of 5 per cent. on the former premium, but a loss of 8.3 per cent. on the latter. In the case of one office an average of 12 per cent. represented the amount paid on third year settlements between 1900 and 1905, but in 1906 (the last completed year) the percentage rose to 20 per cent. These illustrations show that, from an underwriter's point of view a decline in values is quite as ominous as a decline in rates.

The International Conference on Maritime Law at Brussels on September 30th discussed the question of the apportionment of responsibility in the event of collisions at sea. The Convention lays down that, in the event of material damage caused by a collision due to error in navigating one vessel only the responsibility shall rest with that vessel. The majority of the delegates were agreed in interpreting the Convention in this sense. Three delegates, however, submitted that they were not prepared to accept this without reservation. The Conference considered the case of collisions due to negligence in the navigation of both vessels. The British delegation suggested that the Convention should be so amended, as to make specific provision for material damage, and expressed the hope that the Conference would thus allow the principle of unanimity to prevail. The French and German delegates, while intimating that they must refer the matter to their respective Governments, supported this proposition. The Conference seemed disposed to agree that the expenses of assistance and salvage should be recoverable not merely where the cargo had been saved, but also where timely aid rendered had resulted in the rescue of the crew or passengers of the damaged vessel.

The Times Belfast correspondent telegraphed with reference to the announcement from the journal's Ottawa correspondent that Messrs. Harland and Wolff will establish shipbuilding yards in Canada. It is stated in Belfast that the firm contemplate the construction of one or more large graving docks for dealing with big passenger boats that may sustain damage necessitating extensive repairs. At present no suitable facilities exist for repairs to large boats, in consequence of which serious loss has been sustained. A representative of Messrs. Harland and Wolff has been for the past two months in Canada prospecting on the St. Lawrence and elsewhere for a site suitable for the construction of a big dock in which the new White Star liners recently introduced to the Canadian passenger traffic could be handled should occasion arise. Messrs. Harland and Wolff, it is stated, do not contemplate any extension of their shipbuilding interests to Canada at present, though repair works on some scale sufficient at least to patch up a boat temporarily, will be imperative when the docks have been completed. The need for a large

PROPOSED NEW OPTIMUM CONFERENCE.

The American Government has issued invitations to the Powers which took part in the Optimum Conference in Shanghai in February of this year to send delegates to another Conference to be held next year so as to establish international regulations for the suppression of the opium traffic. The Circular Note of the United States to the Powers, which was issued in September, set forth each government to draw up its own programme and submit it to Washington by November 30, when the American Government will co-ordinate various proposals and bring forward—subject to the approval of the Governments interested—the questions to be discussed by the Conference. While neither the place nor the date for holding the Conference has been suggested, it will be held either at The Hague or in Washington, as the Powers may find most convenient. The time is to be next April or May.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 1st at 11.55 a.m.—The typhoon has entered Amman to the South of Touloum. Barometric changes in other areas are unimportant.

The area of high pressure extends from Lower Yangtze to E. Japan.

Strong winds may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.05 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood [N.E. winds, fresh; some rain. Formosa Channel [N.E. winds, strong. South coast of China between Hongkong and Iamakos Same as No. 1. South coast of China between Hongkong and Hainan Same as No. 2.

HAMBURG LETTER.

WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."

September 30th.

IMPROVEMENT IN TRADE.

Even the most confirmed pessimist can no longer deny that there is a decided improvement in trade all over the world, more apparent in some trades and in some countries perhaps than in others but distinctly discernible everywhere. The United States, where the crisis originated two years ago and was more severely felt than elsewhere, were the first to show signs of recovery, owing no doubt to the vast amounts of money which continued to come in from the rest of the world in payment of their cotton, and other produce spinning mills, iron works, and other factories are working full time and over there, and speculation that had so long lain dormant is once more to the fore both on the stock exchange and in the produce markets. As to Great Britain, the export returns for the month of August are eminently satisfactory, showing that a large business must at least have been done in Lancashire in spite of much lamentation and short time, as the quantity of Manchester goods shipped during that month is greatly in excess of that exported at the same time in 1907 when the boom was at its height. The depression in the woollen industries consequent upon the American crisis proved but momentary, the demand soon revived and has remained pretty active with short pauses ever since. Other trades have been less fortunate and unemployed at one time threatened to assume alarming proportions, but a change for the better has set in here, too, and the carrying out of the enlarged naval programme of the Government may be expected to provide work for a great number of people. The return of confidence and the abundance of money have stimulated activity on the various stock exchanges of the country, from where smart advances in the prices of many home and foreign securities are reported, together with more or less violent fluctuations in the more speculative stocks such as gold shares, &c.

Business in Russia seems to have been remarkably good of late, the fair at Nijni Novgorod is reported to have exceeded expectations, large sales of all kinds of manufactured goods, chiefly of textile fabrics, having been made both for immediate and future delivery.

Other countries may be in a less fortunate position, but as the harvests have been abundant nearly everywhere the purchasing power of the people must have increased and cannot fail to influence trade favourably in the long run.

Here in Hamburg, notwithstanding many complaints of bad times, business is decidedly looking up; exports are busy once more and the increasing demand for freight-room is enabling owners to start afresh many of their steamers that have been lying up. The rapid advance in the shares of the Hamburg-American Line and the Norddeutscher Lloyd bear ample testimony to the fact. The latter, according to a recent, evidently inspired article of the *West-Zeitung*, has owing to the improvement in trade attained a much sounder financial position, the available funds being now such that all maturing engagements, amongst them payments on account of new vessels to the extent of 15 million Marks, have been promptly met. The passenger traffic during the first six months of the year has exceeded that of the corresponding period in 1908, whilst all berths in their steamers are at present fully booked up to the late autumn months. During the first eight months of the year 112,495 passengers, of whom 82,708 steerage, were conveyed to the United States and Canada at enhanced rates. The goods traffic outwards to the States has also been very satisfactory, that homewards being at least so far, of late, however, owing to the heavy shipments to Europe of cereals, &c., it has greatly improved, rates rising as a natural result from 17/6 to 47/6 per ton; most of the available room has already been taken up for several months ahead. Cargo at the River Plate was also plentiful, but rates were rather depressed in consequence of the keen competition of other lines. The same holds good for the Brazil. The steamers to and from the East have been well engaged, as were those outwards to Australia; from the abundant wool clip fair return freights may be expected. Rumour to the effect that owing to the unfavourable results of the past year the services to the East and to Australia would be discontinued are emphatically denied by the Company. In connection with the Hamburg-American Line has addressed a communication to the local papers confirming previous representations with regard to the improvement in their business, and stating that, in consequence of the recent favourable developments, funds have accumulated in their hands, permitting of payments being made exceeding 154 million Marks on account of new steamers, although some of the instalments were not due until after the new year. The emigrant traffic continues satisfactory, 32,835 emigrants, of which 65,060 steerage passengers, having so far been forwarded to the United States. The shares both of the Hamburg-American Line and the Norddeutscher Lloyd have since the beginning of the year risen in value from 20 to 25 per cent., the former being now quoted at 135, the latter at 105, with every appearance of a further advance. Altogether, industrial stocks shipping shares and similar securities are meeting with more favour on the part of the public and prices have gone up in consequence. Money is no longer as abundant as it was some time ago, the new loans of all kinds issued during the summer, the growing requirements of trade and the revival of speculation absorbing large amounts, the directors of the Reichsbank have therefore considered it necessary last week to raise their official rate of discount to 4 per cent.

It is to be hoped that the general improvement in business will lead to a renewed increase in the trade between England and Germany, for according to the official returns it has fallen off considerably in 1908, the total decrease amounting to 342 million Marks, the imports from Great Britain being 279 millions less and the exports to the United Kingdom 63 millions less than in the previous year, the United States now ranking first in the commercial dealings with this country. Taking exports alone Great Britain now occupies the fourth position, having been overtaken by Russia and Austria-Hungary.

As to imports the decrease in yarns and textile fabrics amounts to 74 millions, in metals such as iron and copper to 54 millions, in agricultural

produce to 31 millions and in ships and machinery to 20 millions. This may be partly ascribed to the general decline in values, but there can be no doubt that this country is supplying her own wants more and more herself.

Exports from Germany show a decrease of 36 million Marks in textile fabrics, of 15 millions in metals, of 10 millions in chemical products and of 9 millions in agricultural produce,

whereas an increase of 17 millions is reported in leather and furrier articles. Indian exports to

Germany are less by 100 millions and those of the Commonwealth of Australia by 43 million;

exports to those parts have, on the other hand, remained pretty stationary. Exports to Canada have decreased from 20 to 11 millions and imports from there from 9.5 to 7.1 millions.

ECZEMA BEYOND SPECIALIST'S AID.

Sold He Never Saw a Child's Head in Such a State—Lanced It but Did No Good—Body Covered, Too Scratched Till Blood Ran—Grateful Mother Praised

CUTICURA'S COMPLETE AND ECONOMICAL CURE

"Cuticura is the only thing that cured my daughter who she had suffered with eczema for six months. She is now turned five years. It started with her ears and it spread all over her body. She used to scratch herself till the blood ran down her fingers. I tried everything for it but nothing did good. We had special ointments, then another. I first took two doctors and they gave me ointment and lotion but still it went worse. I called a nurse in one day to see what she thought. She said for I was tired of seeing her with her head all bandaged up. She was a homely woman of running score."

"The nurse took her to a specialist in Manchester and he said he had never seen a child's head in such a state before. He lanced it and gave her a lotion to dress with, but it didn't seem to get rid of her. I used the Cuticura soap used them all. I use the Cuticura soap now and shall always stick to it as long as I can. Her hair is growing. Cuticura Ointment had stopped. Pills cured her when she failed. I only wish I had them sooner. I can safely say they are the cheapest and best that you can get for any skin disease. I shall be pleased to recommend Cuticura to all suffering from skin troubles as I am suffering from it. Mrs. S. Acties, 5, New Terrace, Meadow Bank, Winsford, Cheshire, Eng., July 8 and Aug. 27, 1909."

chief duties is the supervision and examination of the results of the manufacture, and preparing the actual orders concerning them, he was empirically directed to proceed on leave directly the Committee of Inquiry had finished its sittings, and on the very day that the manoeuvres commenced. At the expiration of his full yearly term of leave he was not permitted to return to the Admiralty and examine into the causes of the utter failure of the Admiralty plane during the manoeuvres, though he has been kept on full pay ever since doing nothing.

Capt. Henry Campbell, who also gave most important evidence on the Committee of Inquiry which reflected adversely on the Admiralty's preparations for war—a duty which it should be remembered, devolved entirely upon the First Sea Lord—has also been kept away from the Admiralty practically ever since.

The objects and methods underlying the new arrangement are perfectly well-known in the Services, and the subject will probably be brought before the House of Commons in the shape of questions when Parliament reassembles.

THE UNITED STATES AND MANCHURIA.

MR. CRANE'S RESIGNATION.

Mr. Knox issued the following formal statement on this subject:

The State Department has been engaged for some time in making its usual study of the recent agreements between China and Japan in relation to Manchuria, from such data as it has been able to secure, with a view to determining whether there is anything in the agreements adversely affecting American interests or in conflict with the principle of equal opportunity to which the Powers are pledged—a study which is not yet concluded and in respect of which no decision has been reached. While the investigation was proceeding Mr. Crane came to the Department and was informed by a clerk that such an examination was being made. Without consulting the Acting Secretary, or any other responsible officer of the Department, Mr. Crane gave a newspaper a story to the effect that this Government was preparing a protest against some features of the agreements and that the protest only awaited the return of the official who was to formulate it. The story appeared in a Western paper and a day later in the Japanese Press.

The statement goes on to say that Mr. Knox telegraphed to Mr. Crane that he was charged with the responsibility for *cavars* regarding the agreement and inviting him to return to meet the charge. In the subsequent conference Mr. Crane admitted having had an indiscreet talk with a reporter and offered his resignation if that was desired. Mr. Knox adds: "I reluctantly reached the conclusion that good service demands that I should inform Mr. Crane that his resignation will be accepted and I have done so."

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: PRESS Codes: A.B.C.
6th Ed. Lieber's.
P.O. Box, 35. Telephone No. 12.

NEW ADVERTISEMENT

PUBLIC AUCTION

THE Undersigned will Sell by Public Auction,
TO-DAY (TUESDAY),
the 2nd NOVEMBER, 1909, at 2.30 P.M., at his
Sales Room, Duddell Street,
A FINE ASSORTMENT OF
GENT'S SUIT LENGTHS AND WHITE
WITNEY BLANKETS,

TABLE LINENS, SERVIETTES,
HOUSEHOLD LINENS, HUCKABACK
TOWELS, TURKISH TOWELS, BATH
SHEETS, BROWN LINEN TOWELS,
LADIES' WHITE LAWN UNDER-
SKIRTS, WALKING SKIRTS, COM-
BINATIONS, ROBES, FLANNELETTE
NIGHTDRESSES, DRESSING GOWNS,
LADIES' DRESS LENGTHS, &c., &c., &c.;
ALSO

A FEW CARPETS and AXMINSTER
RUGS.

(All New Goods);
Further Particulars from Catalogues which
will be issued.

TERMS.—As Usual.
GEO. P. LAMMERT,
Auctioneer,
Hongkong, 2nd November, 1909. [1375]

NEW ADVERTISEMENTS

NOTICE.

MY connection with Messrs. J. ULLMANN & Co. CEASED on October 31st, 1909.
G. KOENIG.
Hongkong, 1st November, 1909. [1372]

TOYS! TOYS!! TOYS!!!
GOOD NEWS FOR THE YOUNGSTERS.

WE have just unpacked a large and varied
assortment of XMAS CRACKERS,
XMAS STOCKINGS, TOYS, DOLLS and
BALLS. All these Goods are of the Best
Quality, and will be sold at Cheap Prices.
We beg to invite Ladies and Gentlemen to
visit our Store, and convince themselves
before purchasing from elsewhere.
Prices very reasonable. Please extend your
patronage and be satisfied.
H. HIPOOLA & Co.,
13 and 15, D'Aguilar St.
Hongkong, 2nd November, 1909. [1373]

AL FRESCO FÊTE.

In aid of the Funds of the
SOCIETY OF ST VINCENT DE PAUL.

UNDER the Distinguished Patronage of
H. E. The GOVERNOR, SIR
FREDERICK LUGARD, K.C.M.C., C.B.,
D.S.O.

To be held in the
COMPOUND of the ROMAN CATHOLIC
CATHEDRAL,
ON SUNDAY,

7th November, 1909, from 9 P.M. to 11.30 P.M.
ADMISSION TICKET 31.

Which is entitled to a Souvenir on its pre-
sentation at the Souvenir Pavilion on the
evening of the Fête only.

The Public is respectfully invited to inspect
the various stalls from 2 to 7 p.m. on the 7th
November.

Tea and Cakes will be served during the
afternoon.

By kind permission of Commanding Officer
and Officers of the Rajputana Band will play
from 9 to 11.30 P.M.

Tickets can be obtained from To-Day at
MESSRS. GEAC & CO., 27, Des Voeux Road,
and at the ROMAN CATHOLIC CATHEDRAL
COMPOUND, on SUNDAY, the 7th November,
from 9 A.M. to 7 P.M. and at the Gate on the
Night of the Fête.

Hongkong, 2nd November, 1909. [1374]

"SHIRE" LINE OF STEAMERS, LTD.
For LONDON, HULL AND ANTWERP.

THE Steamship
"RECONSCNIRE".

Captain Tomlinson, will be despatched as
above on FRIDAY, the 26th inst.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 1st November, 1909. [1371]


AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ AND PORT SAID.
(Taking cargo of through rates to the BRITISH,
to PERSIAN GULF, RED SEA, BLACK
SEA, VENICE, ILEVANT, and
ADRIATIC PORTS).

THE Company's Steamship
"CHINA,"

Captain Bergugian, will be despatched as above
on or about the 24th inst.

This Steamer has splendid accommodation for
passengers, electric light and carries a doctor.

For information as to Passage and Freight,
apply to

SANDER, WIELER & Co.,
Agents.
Prince's Buildinga
Hongkong, 1st November, 1909. [1370]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"DEVANHA."

Captain H. Powell, carrying His
Majesty's Mails, will be despatched from this
for Bombay, &c., on SATURDAY,
the 13th November, at NOON, taking passengers
and cargo for the above ports in connection
with the Company's s.s. "MAKDODIA," 10,512
tons, from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.

SHIP and Valuables, all cargo for France and
Tea for London (under arrangement) will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London
other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. "PERSIA," due
in London on the 27th December, 1909.

Pearls will be received at this Office until
4 P.M. the day before sailing. The content
and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 2nd November, 1909. [1371]

INTIMATIONS

NOTICE.

I HAVE This Day commenced practice as an
ARCHITECT and CIVIL ENGINEER
with Offices at the undermentioned address—
COLBOURNE LITTLE,
Fellow of the Royal Institute of
British Architects.

16, Bank Buildings,
Queen's Road Central,
Hongkong, 1st November, 1909. [1364]

NOTICE.

THE OFFICE of the TOYO KISEN KAISHA—
SOUTH AMERICAN LINE—has been
MOVED to GROUND FLOOR KING'S
BUILDING, formerly occupied by Messrs.
Jardine, Matheson & Co., Ltd., Shipping Office.
Hongkong, 1st November, 1909. [1365]

NOTICE.

DURING the Winter Months HOPKINS'
BUTCHERY at SHANGHAI is prepared
to Supply its Patrons in Hongkong with Game,
Game Pies, Pork Pies, Brawn, Sausages, Fresh
and Cured Beef.

Shanghai, 1st November, 1909. [1366]

PUBLIC COMPANIES

NOTICE.

CHINESE ENGINEERING & MINING
CO., LIMITED.

A FINAL DIVIDEND of ONE
SHILLING and SIXPENCE per
Share, free of tax, has been declared by the
Directors of the above Company, making a
total of 15 per cent. for the year ending 28th
February, 1909.

COUPON No. 13 is Payable on 2nd November
at the CHARTERED BANK OF INDIA;
AUSTRALIA AND CHINA, and the RUSSO-
CHINESE BANK at Tientsin and Shanghai.

J. S. DOBBIE,
Agent.
Hongkong, 30th October, 1909. [1360]

THE HONGKONG AND MANILA YUEN
SHENG EXCHANGE AND TRADING
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the HONGKONG AND MANILA
YUEN SHENG EXCHANGE AND TRADING
COMPANY, LIMITED, will be held at the
Registered Office of the Company, No. 66,
Bonham Strand West, Victoria, Hongkong,
on MONDAY, the 15th day of November, 1909,
at 4 o'clock in the afternoon, when
the abjoined resolutions which were passed at
the extraordinary general meeting of the
Company held on the 15th day of October, 1909,
will be submitted for confirmation as special
resolutions—

RESOLUTIONS.
That the Articles of Association be altered
in manner following—

(a) In Article 65 the word "Five" shall be
substituted for the word "Twenty."
(b) In Article 86 the word "Three" shall be
substituted for the word "Ten."

NG LI HING,
General Manager.
Dated the 15th day of October, 1909. [1316]

AUCTION

PUBLIC AUCTION

THE Undersigned has received instructions to
Sell by Public Auction,

TO-MORROW (WEDNESDAY),
the 3rd NOVEMBER, 1909, commencing at 2.45
P.M., at "TREVERBYN," No. 18, The Peak.

A QUANTITY OF
HOUSEHOLD FURNITURE
(Particulars from Catalogue).
ALSO

TWO LADIES' SIDE SADDLES, ONE
IRON WASH-HOUSE;

AND
A Quantity of PLANTS in POTS (in Good
Condition).

TERMS.—Cash on delivery.
On View from TUESDAY, the 2nd Nov., 1909.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 1st November, 1909. [1370]

FOR SALE

FOR SALE

DERRINGTON, PEAK ROAD No. 8.
For Particulars apply to—

C. SCHROTER,
King's Buildings, IIIrd.
Hongkong, 1st September, 1909. [1140]

FOR SALE

A Quantity of NETTING for Tennis
Courts, etc.

TABLE BILLIARD SETS, SLATE
BEDS, from \$40.00.

CHINA EXPRESS CO.,
3, Duddell Street. [150]

J. R. LEE & CO.,
P. O. Box 334,
Hongkong.

THE CHEAPEST STAMP Dealers in
the East. Selections on approval.
Collections bought.

Hongkong, 8th October, 1909. [1295]

ASAHI

BEER

SAPPORO

BEER

TO BE OBTAINED

FROM ALL WINE DEALERS

SOLE AGENTS.

MITSUI BUSSAN KAISHA.

[123]

TO LET

TO LET

NO. 1 and 3, MORRISON HILL, Also
OFFICES at No. 2, PEDDER STREET,
Apply—
MESSRS. JARDINE, MATHESON
& CO., LTD.
Hongkong, 31st May, 1909. [1307]

TO LET

KING'S BUILDINGS.

OFFICES facing the Harbour from about
October at present in occupation of
MESSRS. JARDINE, MATHESON & CO., LTD.
Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st November, 1909. [1318]

TO LET

GODOWNS Nos. 95, 96 and 97, PRAYA
EAST.
Apply—
CHATER & MODY,
Victoria Building,
Hongkong, 1st February, 1909. [1364]

TO LET

GODOWNS Nos. 7, 8 and 10, and the Top
Floor of No. 3, (Tang Lap Ting's
Godown East Point).
Immediate Possession. Rent exceptionally
moderate.
Apply to—
KAM FOOK,
No. 107, Wallington Street,
behind the Stag Hotel or Keeper of
No. 5, Godown on the Street.
Hongkong, 28th May, 1909. [1379]

TO LET

N. 2, ELLIOTT CRESCENT, ROBIN-
SON ROAD, Six Roomed House, with
outhouse, commanding a Fine View of the
Harbour. Apply to—
F. X. DALMADA & CASTRO,
33, Queen's Road Central.
Hongkong, 7th July, 1909. [1336]

STORAGE

FOOR COAL, TIMBER, &c.
TO BE LET, a Portion of MARINE LOT
No. 285 at NORTH POINT, Suitable
for above Purpose. EXTENSIVE WATER
FRONT. DEEP WATER.
Also FOR SALE.
Portions of MARINE LOTS Nos. 31 & 36
or PRAYA EAST. Approximate AREA
43,000 SQUARE FT. 999 YEARS' LEASE.
For Particulars apply—
GEO. FENWICK & CO., LTD.
Hongkong, 8th June, 1909. [1365]

TO LET

GODOWN, No. 5A, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st November, 1909. [138]

TO LET

A Suite of 3 ROOMS on Third Floor of
"Hotel Mansions," with use of two Bath
Rooms, suitable for Office or Living Room.
From 1st November next.
FIVE-ROOMED HOUSES at Kowloon,
Nathan Road, Kowloon, Immediate Possession.
NEW and COMMODOUS SHOPS,
Nathan Road, Kowloon, Immediate Possession.
CHEAP RENTALS.
KOWLOON MARINE LOT 48, Yamato,
Area 85,200 square feet with 255 feet Sea
Frontage. Especially suited for Storage of
Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE
COMPANY, LIMITED.
Hongkong, 30th September, 1909. [1253]

TO LET

DUNHAVEN, 33, ROBINSON ROAD,
52, CAINE ROAD.
Apply to—
HO Ü MING,
81, Queen's Road Central.
Hongkong, 7th September, 1909. [1177]

TO LET

N. 2, KIMBERLEY VILLAS, Kowloon.
Apply to—
SPANISH PROCURATION,<

INSURANCES
NOTICE.

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates. JOHN D. HUMPHREYS & SON, Hongkong, 18th August, 1909. [1033]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEANIC MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1908 £19,121,310.

I. Authorized Capital £6,000,000
Subscribed Capital 3,275,000
Paid-up Capital 1,212,500 0 0
II. Fire Funds 3,247,753 7 10
The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS AGAINST FIRE AT CURRENT RATES. SHEWAN, TOMES & CO., Agents.

Hongkong, 14th August, 1909. [908]

JUST RECEIVED
A Selection of FLOWER and VEGETABLE SEEDS, in Packets of 10 Cents each, and PARCELS FROM \$1 TO \$10 EACH.

LAWN GRASS SEEDS, FERTILIZER. Garden Boots with Woden Soles & Thick Felt Lining. Pictorial Guide to Gardening, &c. Inspection Invited.

GRACA & CO.
1259 27, DES VŒUX ROAD.

GENUINE CHEAP SALE.

LESS THAN ROCK BOTTOM PRICES. Enquire within and be convinced.

HOOSAIN-ALI & CO., 14, Queen's Road Central. Hongkong, 2nd November, 1909. [41]

THANG HING & CO. DEALERS IN JEWELLERY, GOLD AND SILVER SMITHS, SILK GOODS, CHINESE EMBROIDERIES, CRAPES, SHAWLS, BEDSPREADS, BEAN GRASS-CLOTHS, SHIRTWAISTS, DRESSES, TABLE-CLOTHS, IVORY, SANDALWOOD FANS, &c.

JADESTONE, CURIOS, FANCY WARES, &c. Wholesale and Retail at Moderate Prices; Also dealers in CHINA WARES, WATCH MAKERS, 102, Queen's Road Central, Opposite Market. [1349]

DAVID COESAR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULIN ARNOLD KAHLERG & CO. Sole Agents.

SINGON & CO. IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

A LING & CO. 19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1907. [1327]

JUST LANDED
A LARGE ASSORTMENT OF LADIES' & GENTS' BOOTS & SHOES.

A. TACK & CO. PHOTO-SUPPLIES
26, DES VŒUX ROAD, CENTRAL.

Hongkong, 20th August, 1909. [37]

Cutter, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SHIPPERS.

Cutter, Palmer & Co., London.

AGENTS.

SIEMSEN & CO., HONGKONG.

SHIPPERS.

Cutter, Palmer & Co., London.

AGENTS.

SIEMSEN & CO., HONGKONG.

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SIEMSEN & CO., HONGKONG.

SHIPPERS.

Cutter, Palmer & Co., London.

AGENTS.</p

SHIPPING.

ARRIVALS.
LIBERIA, German str., 3,669, Kinsel, 1st Oct.
Shanghai 26th Oct., General—Hamburg
American Line.
MONGOLIA, American str., 6,750, H. E. Morton,
1st Nov.—San Francisco 5th Oct., Mail
and General—P. M. S. S. Co.
ZAFIRO, British str., 1,629, R. Rodger, 1st
November—Manila 30th Oct., General—
Shewan, Tones & Co.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
1st November.
Haiyang, British str., for Swatow.
Liberia, German str., for Singapore.
Boshi Maru, Japanese str., for Swatow.
Sandakan, German str., for Saigon.
Tientsin, British str., for Canton.
Tjilatjap, Dutch str., for Swatow.
Ujapon, Dutch str., for Balik Papan.
Victoria, Swedish str., for Haiphong.

DEPARTURES.

1st November.
ANHUI, British str., for Canton.
ANTONIO, British str., for Seirion.
CHOWTAI, German str., for Hongkong.
KAI PING, British str., for Shanghai.
LONGBANG, British str., for Manila.
ONSANG, British str., for Singapore.

SHIPPING REPORTS.
The German str. *Liberia* reports Strong
Northerly till N. Easterly wind, high N.E. swell.

VESSELS IN DOCK.
November 1st.
ABERDEEN DOCK.—
KOWLOON DOCK—On Lee, Lyndhurst, Ben
Thuy, Parrot, Filpatrick.
COSMOPOLITAN DOCK.—

TAIKO DOCK—St. Epoch, Hupei, Changsha,
Haiphong, Ningpo, Tjibodas.

VESSELS ON THE BERTH
FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on Through Bills of Lading to
Rangoon, Madras and Mauritius.

THE Steamship
“GREGORY APCAR.”
Captain S. H. Belson, will be despatched for the
above Ports TO-DAY, the 2nd Nov., at
NOON.

For Freight or Passage, apply to
DAVID SASSON & CO., LTD.,
Agents.
Hongkong, 29th October, 1909. [1354]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to
Rangoon, Madras and Mauritius.

THE Steamship
“CATHERINE APCAR.”
Captain G. F. Hudson, will be despatched for the
above Ports on THURSDAY, the 4th Nov., at
NOON.

For Freight or Passage, apply to
DAVID SASSON & CO., LTD.,
Agents.
Hongkong, 30th October, 1909. [1353]

THE AMERICAN AND ORIENTAL
LINE.

FOR NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship
“GOULDSON.”
Capt. Turnbull, will be despatched for the above
Port on THURSDAY, the 4th Nov., 1909.

For Freight apply to
ARNHOLD, KÄRBERG & CO.,
Agents.
Hongkong, 1st November, 1909. [1363]

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALABAR
COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
“GHIAZEE” ... About 15th Nov.
For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 22nd October, 1909. [1129-1253]

THE AMERICAN AND ORIENTAL
LINE.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship
“WYNERIC.”
will be despatched for the above Ports on
SATURDAY, the 20th November, 1909.

For Freight, apply to
ARNHOLD, KÄRBERG & CO.,
Agents.
Hongkong, 25th October, 1909. [1345]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are proposed to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with
INDO-CHINA STEAM NAVIGATION CO.'s forthcoming
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LTD.,
General Agents for China and Japan.
Hongkong, 4th August, 1898. [19.]

THE TIENSIN LIGHTER CO., LTD.
LIGHTERAGE, TOWAGE, STEVEDORAGE, ETC.

THE Company possesses a Fleet of Lighters
and Tugs and is prepared to undertake
the discharge of steamers and lighters
between Taku Bar and Tientsin.
DOCK AND ENGINEERING YARD,
TONGKU.

Estimates for all Classes of ENGINEERING
and FOUNDRY WORK, also for Docking and
Painting Vessels, given on application to
BUTTERFIELD & SWIRE,
Managers,
Tientsin.
Hongkong, 27th October, 1909. [1350]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked “K,” nearest Hongkong “L,” midway between Hongkong and Kowloon “M,” and those vessels berthed at the Kowloon Wharf “K.W.” together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOMALI	Brit str.	A. G. Cubitt, E.N.E.	P. & O. S. N. Co.	About 3rd inst.	
LONDON & ANTWERP VIA USUAL PORTS OF CALL	DEVANNA	Brit str.	H. Powell	P. & O. S. N. Co.	On 13th inst., at Noon.	
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRECONSHIRE	Brit str.	J. Robinson	JARDINE, MATHESON & CO., LTD.	On 25th inst.	
HAVRE, ROTTERDAM & HAMBURG, &c.	LIBERIA	Ger str.	K. W.	HAMBURG-AMERICA LINIE	To-day.	
HAVRE & HAMBURG VIA STRAITS, &c.	BELGRAVIA	Ger str.	H. Hildebrand	HAMBURG-AMERICA LINIE	On 20th inst.	
HAVRE, HAMBURG & ANTWERP, &c.	SILVIA	Ger str.	P. Scholz	HAMBURG-AMERICA LINIE	On 25th inst.	
HAVRE, ROTTERDAM & HAMBURG, &c.	BRISBANE	Ger str.	H. Hoff	HAMBURG-AMERICA LINIE	On 30th inst.	
HAVRE & HAMBURG VIA STRAITS, &c.	SILESSIA	Ger str.	Eckhorn	HAMBURG-AMERICA LINIE	On 2nd Dec.	
MARSELLLES, &c., VIA PORTS OF CALL	TOUREANE	Fren str.	Bourge	HAMBURG-AMERICA LINIE	On 29th Dec.	
MARSELLLES, HAVRE, COPENHAGEN, &c.	PEKING	Dan str.	T. Harrison	MESSAGERIES MARITIMES	On 9th inst., at 1 P.M.	
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	IWO MARU	Jap str.	N. Nielsen	MELCHERS & CO.	Middle of Nov.	
MARSELLLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WAKASA MARU	Jap str.	F. E. Cope	NIPPON YUSEN KAISHA	On 10th inst., at D'Light	
GENOA, MARSELLLES, LONDON & ANTWERP, &c.	KITANO MARU	Jap str.	Bergiusdorff	NIPPON YUSEN KAISHA	On 24th inst., at D'Light	
TRISTEZA, &c., VIA SINGAPORE, &c.	P. E. LUITPOLD	Aus str.	H. Kirchner	SANDEL, WEILER & CO.	About 17th inst.	
N. Y.	COUDON	Brit str.	Turnbull	MELCHERS & CO.	About 24th inst.	
BOSTON & NEW YORK	GLAZIER	Brit str.		ARNHOLD, KÄRBERG & CO.	To-morrow, at Noon	
VANCOUVER, VIA SHANGHAI, JAPAN, &c.	WYNERIC	Brit str.		DODWELL & CO., LTD.	About 4th inst.	
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	EMPEROR OF CHINA	Brit str.		ARNHOLD, KÄRBERG & CO.	About 13th inst.	
VANCOUVER, VIA SHANGHAI, JAPAN, &c.	KUMERO	Brit str.		CANADIAN PACIFIC R. CO.	On 20th inst.	
MONTEAIGLE	MONTEAGLE	Jap str.		DODWELL & CO., LTD.	On 6th inst., at 6 P.M.	
KAGA MARU	KAGA MARU	Jap str.		CANADIAN PACIFIC R. CO.	On 18th inst.	
SHINANO MARU	SHINANO MARU	Jap str.		JARDINE, MATHESON & CO., LTD.	On 21st inst., at Noon.	
FITZPATRICK	FITZPATRICK	Jap str.		MELCHERS & CO.	On 9th inst., at Noon.	
MANSHU MARU	MANSHU MARU	Jap str.		ARNHOLD, KÄRBERG & CO.	On 10th Dec., at Noon.	
COMLENZ	COMLENZ	Ger str.		DODWELL & CO., LTD.	On 5th inst., at D'Light	
CHANGSHA	CHANGSHA	Brit str.		ARNHOLD, KÄRBERG & CO.	On 7th inst., at 4 P.M.	
NIKKO MARU	NIKKO MARU	Jap str.		CANADIAN PACIFIC R. CO.	On 25th inst., at Noon.	
KUMANO MARU	KUMANO MARU	Jap str.		JARDINE, MATHESON & CO., LTD.	On 24th inst., at Noon.	
KAWACHI MARU	KAWACHI MARU	Jap str.		MELCHERS & CO.	On 13th inst., at D'Light	
KAMO MARU	KAMO MARU	Jap str.		ARNHOLD, KÄRBERG & CO.	On 24th inst., at D'Light	
KUMANO MARU	KUMANO MARU	Dut str.		DODWELL & CO., LTD.	On 24th inst., at D'Light	
TUILWONG	TUILWONG	Brit str.		ARNHOLD, KÄRBERG & CO.	On 24th inst., at D'Light	
CHINKIANG	CHINKIANG	Brit str.		CANADIAN PACIFIC R. CO.	On 24th inst., at D'Light	
KUICHOW	KUICHOW	Brit str.		DODWELL & CO., LTD.	On 24th inst., at D'Light	
WINGANG	WINGANG	Brit str.		CANADIAN PACIFIC R. CO.	On 24th inst., at D'Light	
KLEIST	KLEIST	Ger str.		JARDINE, MATHESON & CO., LTD.	On 24th inst., at D'Light	
BUJUN MARU	BUJUN MARU	Jap str.		MELCHERS & CO.	On 24th inst., at D'Light	
ANHUA	ANHUA	Brit str.		ARNHOLD, KÄRBERG & CO.	On 24th inst., at D'Light	
SILESIA	SILESIA	Ger str.		DODWELL & CO., LTD.	On 24th inst., at D'Light	
NOK	NOK	Brit str.		CANADIAN PACIFIC R. CO.	On 24th inst., at D'Light	
LINAN	LINAN	Brit str.		JARDINE, MATHESON & CO., LTD.	On 24th inst., at D'Light	
SHANGHAI, KOBE & YOKOHAMA	YOSHINO MARU	Brit str.		MELCHERS & CO.	On 24th inst., at D'Light	
SHANGHAI, KOBE & YOKOHAMA	YOSHINO MARU	Brit str.		ARNHOLD, KÄRBERG & CO.	On 24th inst., at D'Light	
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOSHINO MARU	Brit str.		DODWELL & CO., LTD.	On 24th inst., at D'Light	
SHANGHAI, YOKOHAMA & KOBE	YOSHINO MARU	Brit str.		CANADIAN PACIFIC R. CO.	On 24th inst., at D'Light	
SHANGHAI, MOJI & KOBE	YOSHINO MARU	Brit str.		JARDINE, MATHESON & CO., LTD.	On 24th inst., at D'Light	
SHANGHAI, MOJI & KOBE	YOSHINO MARU	Brit str.		MELCHERS & CO.	On 24th inst., at D'Light	
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOSHINO MARU	Brit str.		ARNHOLD, KÄRBERG & CO.	On 24th inst., at D'Light	
SHANGHAI, YOKOHAMA & KOBE	YOSHINO MARU	Brit str.		DODWELL & CO., LTD.	On 24th inst., at D'Light	
SHANGHAI, YOKOHAMA & KOBE	YOSHINO MARU	Brit str.		CANADIAN PACIFIC R. CO.	On 24th inst., at D'Light	
SHANGHAI, YOKOHAMA & KOBE	YOSHINO MARU	Brit str.		JARDINE, MATHESON & CO., LTD.	On 24th inst., at D'Light	
SHANGHAI, YOKOHAMA & KOBE	YOSHINO MARU	Brit str.		MELCHERS & CO.	On 24th inst., at D'Light	
SHANGHAI, YOKOHAMA & KOBE	YOSHINO MARU	Brit str.		ARNHOLD, KÄRBERG & CO.	On 24th inst., at D'Light	
SHANGHAI, YOKOHAMA & KOBE	YOSHINO MARU	Brit str.		DODWELL & CO., LTD.	On 24th inst., at D'Light	
SHANGHAI, YOKOHAMA & KOBE	YOSHINO MARU	Brit str.		CANADIAN PACIFIC R. CO.	On 24th inst., at D'Light	
SHANGHAI, YOKOHAMA & KOBE	YOSHINO MARU	Brit str.		JARDINE, MATHESON & CO., LTD.	On 24th inst., at D'Light	
SHANGHAI, YOKOHAMA & KOBE	YOSHINO MARU	Brit str.		MELCHERS & CO.	On 24th inst., at D'Light	
SHANGHAI, YOKOHAMA & KOBE	YOSHINO MARU	Brit str.		ARNHOLD, KÄRBERG & CO.	On 24th inst., at D'Light	
SHANGHAI, YOKOHAMA & KOBE	YOSHINO MARU	Brit str.		DODWELL & CO., LTD.	On 24th inst., at D'Light	
SHANGHAI, YOKOHAMA & KOBE	YOSHINO MARU	Brit str.		CANADIAN PACIFIC R. CO.	On 24th inst., at D'Light	
SHANGHAI, YOKOHAMA & KOBE	YOSHINO MARU	Brit str.		JARDINE, MATHESON & CO., LTD.	On 24th inst., at D'Light	
SHANGHAI, YOKOHAMA & KOBE	YOSHINO MARU	Brit str.		MELCHERS & CO.	On 24th inst., at D'Light	
SHANGHAI, YOKOHAMA & KOBE	YOSHINO MARU	Brit str.				

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Public are informed that the Christmas and New Year Parcel Mail to the United Kingdom will be closed in this office at 6 p.m., on Friday the 12th of November 1909. In order to facilitate the work and avoid delay it is requested that Parcels be posted before the above date. This Parcel Mail by the long sea route via Gibraltar is due in London on the 18th of December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents, such parcels are due to reach London on or about the 10th of December with the Letter Mail. Parcels containing Gold or Silver must be insured for at least part of their value. All Insured parcels must be sealed. All the seals must be of the same kind or was, and must bear distinct impressions of some device. This device must be the same on each seal. Straight curved or Crossed lines are not admissible. Buttons or Coins must not be used for sealing.

The Clerks of this Post Office are strictly forbidden to seal Parcels for the Public or to affix stamps on letters or parcels.

Parcels tendered for posting that do not comply with the regulations will not be accepted.

The *Kleis*, with the German mail of the 6th October, left Singapore on Saturday, the 30th ult., at 8 a.m., and may be expected here to-morrow, at noon.

FOR

6 P.M.

Southern Manchuria.....
Tuesday, 2nd, 8.00 A.M.
Hainan.....
Tuesday, 2nd, 9.00 A.M.
Victoria.....
Tuesday, 2nd, 10.00 A.M.
Hongkong.....
Tuesday, 2nd, 11.00 A.M.
Gibraltar.....
Tuesday, 2nd, 11.00 A.M.

Wingking.....
Tuesday, 2nd, 11.00 A.M.

Tijspanas.....
Tuesday, 2nd, 11.00 A.M.

Sui Tai.....
Tuesday, 2nd, 1.15 P.M.

Fukien Maru.....
Tuesday, 2nd, 2.00 P.M.

Thee.....
Tuesday, 2nd, 2.00 P.M.

Sungkiang.....
Tuesday, 2nd, 3.00 P.M.

Seochuan.....
Tuesday, 2nd, 3.00 P.M.

Chinkiang.....
Tuesday, 2nd, 5.00 P.M.

Choufou.....
Wednesday, 3rd, 9.00 A.M.

Hainan.....
Wednesday, 3rd, 10.00 A.M.

Choising.....
Wednesday, 3rd, 10.00 A.M.

Printed Matter and Sam-

pies.....
Wednesday, 3rd, 10.00 A.M.

Registration.....
Wednesday, 3rd, 10.00 A.M.

(Registration, with late

fee of 10 cents, up to

10.45 A.M.)

Registration.....
Kowloon
B.O. 10.00 A.M.

No late fee.

Letters.....
Wednesday, 3rd, NOON.

Wednesday, 3rd, 1.15 P.M.

Wednesday, 3rd, 2.30 P.M.

Wednesday, 3rd, 4.00 P.M.

Thursday, 4th, 11.00 A.M.

Thursday, 4th, 11.00 A.M.

Thursday, 4th, 11.00 A.M.

Thursday, 4th, 1.15 P.M.

Bellerophon.....
Thursday, 4th, 3.00 P.M.

Collon.....
Thursday, 4th, 5.00 P.M.

Hoiwing.....
Friday, 5th, 9.00 A.M.

Sui Tai.....
Friday, 5th, 1.15 P.M.

Footkang.....
Friday, 5th, 2.00 P.M.

Fri.....
Friday, 5th, 3.00 P.M.

Szam.....
Saturday, 6th, 11.00 A.M.

Taming.....
Saturday, 6th, 11.00 A.M.

Catherine Apear.....
Saturday, 6th, 11.00 A.M.

Minnesota.....
Saturday, 6th, 11.00 A.M.

Sui Tai.....
Saturday, 6th, 1.15 P.M.

Bellerophon.....
Saturday, 6th, 3.00 P.M.

Hoiwing.....
Sunday, 7th, 9.00 A.M.

Sui Tai.....
Sunday, 7th, 1.15 P.M.

Footkang.....
Sunday, 7th, 2.00 P.M.

Fri.....
Sunday, 7th, 3.00 P.M.

Zsuro.....
Sunday, 7th, 11.00 A.M.

Typhoo.....
Sunday, 7th, 11.00 A.M.

Cytopas.....
Sunday, 7th, 11.00 A.M.

Fitzpatrick.....
Sunday, 7th, 11.00 A.M.

Sui Tai.....
Sunday, 7th, 1.15 P.M.

Kuching.....
Sunday, 7th, 3.00 P.M.

Registration.....
Kowloon
B.O. 10.00 A.M.

No late fee.

Letters.....
Sunday, 7th, 11.00 A.M.

Empress of China.....
Sunday, 7th, 11.00 A.M.

Printed Matter and Sam-

ples.....
Sunday, 7th, 11.00 A.M.

Registration.....
Kowloon
B.O. 10.00 A.M.

No late fee.

Letters.....
Sunday, 7th, 11.00 A.M.

SHANGHAI NAGAMAE, KOKI, YOKOHAMA,

VIA TAIPEI AND VANCOUVER (B.C.)

SIBERIAN MAIL TO EUROPE.....

Manila, Zamboanga, Port Darwin, Thursday Island, Cootool, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth, Dunedin and Fremantle.

Shanghai, Yokohama, Kobe and Moji.

Macao, Macau, Macao, Macau, Macau.

Manila, Manila, Manila, Manila, Manila.

Estavia, Oberdon, Samarang and Sourabaya.

Manila, Manila, Manila, Manila, Manila.

Manila, Manila, Manila